



NORTH CAROLINA HIGHWAYS & PUBLIC WORKS



1—No. 2

RALEIGH, N. C.

Friday, December 28, 1945

DIRECTOR GIVES PRISON REPORT ON YEAR'S WORK

The prisoner population, now at approximately 6,000, has shown a slight increase this year, according to figures compiled by Clyde O. Robinson, director of prisons. However, the 6,000 inmates are below normal peacetime level of approximately 9,000 men and women.

During 1945, 6,211 people were admitted to prison, and 5,303 were discharged, for a net gain in population of 908 persons. During the period of January through November, prison department records show 358 escapes, 317 captures, 566 paroles, 115 revocations, 141 commutations, and 30 deaths.

The prison industries showed a gross business of \$385,680.20 for the year. Largest single item was \$106,184.55 for clothing and bedding, with cold storage running a close second with \$103,267.48. Other units of the prison industries and the business handled during the year were: printing plant, \$59,828.81; paint plant, \$49,415.04; tobacco plant, \$9,878.00; metal plant, \$45,063.00; soap plant, \$1,502.15; shoe plant, \$10,431.67.

Of course, prison industries are (See Director Gives, page three)

TRAFFIC SHOWS UPWARD SWING

The trend of traffic as recorded on the 20 traffic recorders strategically placed on principal highways throughout the state is showing a steady upward trend, according to statistics compiled in the office of J. S. Burch, engineer of statistics and planning.

The increase in traffic was noted immediately after V-J Day in August, the reports for that month indicating that traffic was 25 percent below the 1940 level, the last prewar year during which normal traffic conditions are considered to have prevailed.

By September, the below-normal level had decreased to 19 percent; by October to 16 percent; and by November, the latest month on which complete figures are available, traffic conditions were reported as being within 10 percent of the 1940 flow. Burch predicts a return to normal level by mid-January, 1946.

POTTER ELECTED 1946 PRESIDENT TRI-STATE PURCHASING AGENTS

New prexy of the tri-state purchasing agent's association, comprising officials of purchasing agencies in the two Carolinas and Virginia, is J. M. Potter, purchasing agent for the State Highway and Public Works Commission since 1941.

Potter was elected to the presidency at the annual convention in Charlotte on Friday and Saturday, December 7-8. He succeeded D. S. Burnside, purchasing agent for Taylor-Colquitt Co. in Spartanburg, S. C., and he will remain in office until the next annual convention.

When W. Z. Betts, Director of the State's Division of Purchase and Contract, was president of the tri-state association in 1944, Potter was secretary-treasurer. Betts also served the National Association of Purchasing Agents as a national director in 1945.

Prior to his appointment as purchasing agent for the Highway and Public Works Commission, Potter was assistant state director of the division of purchase and contract from 1937 to 1941.

Another North Carolinian will serve the association as an officer during 1946. He is J. E. Doxey, Duke University purchasing agent, who was elected as secretary-treasurer.

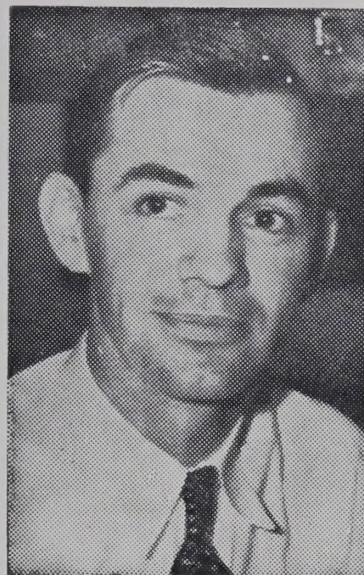
Four meetings of the association are held annually, in the spring, summer, fall and the annual convention, which usually occurs in the early winter.

Nine Camps Fall Below Top Rating

With a total of eleven escapes reported during the period December 1-15, the new program of awarding stars to prison camps for keeping escapes at a minimum appears to be off to a flying start.

A daily tabulation sheet is kept on the camps, including Central Prison, Women's Prison, Camp Polk and Caledonia. Ratings are determined semi-monthly, with rating periods running from the first through the fifteenth of each month, and from the sixteenth through the remainder of the month.

(See Nine Camps, page two)



J. M. POTTER

SEASON'S GREETINGS

Chairman A. H. Graham, members of the Commission and the heads of all departments united today in sending the season's greetings to all employes of the State Highway and Public Works Commission. Their joint statement read:

"All of us have just celebrated the first peacetime Christmas our country has known since 1941, and we have observed this blessed occasion with hearts full of thanksgiving.

"The New Year will be with us within a few days, and we take this opportunity to greet each employe with the timely and ever true 'Happy and Prosperous New Year!' As this wish is conveyed to you, with it goes our profound belief that your continued loyalty and fidelity will again contribute substantially to the successful operation of this organization. Your faithful performance of duty in the past is deeply appreciated, and we are confident that we can depend on you in the future."

FINAL 1945 ISSUE

This is the final issue of "North Carolina Highways and Public Works" for this year. The next issue will be published on Friday, January 11.

BRIDGE FORCES FACE NEW YEAR WITH OPTIMISM

With restoration and rebuilding coming along at a reasonably rapid pace, the bridge maintenance department, of which C. B. Taylor is the boss, can face the New Year with a great deal more ease than they have enjoyed at any time during the past ninety days; since September, as a matter of fact, when rampaging streams in several sections of the state carried away or dangerously damaged a total of 238 bridges on the state's road system.

Putting such a large number of bridges out of commission, even though many were made serviceable again within a very few days, under ordinary conditions in normal times would have been bad enough. When one adds to that condition a critical shortage of lumber and steel and the non-availability of sufficient manpower to do the work properly, it's small wonder that Taylor's hair seems to have turned a shade whiter.

However, at the year's end, all the major repairs have been made, with the exception of eight washed-out bridges which will be rebuilt (See Bridge Forces, page four)

WAR DEAD LIST TO BE PUBLISHED

A call was made in the last issue for the names and home addresses of all employes who served in the Armed Forces and have reported for work following their discharge.

It has come to the attention of the editor that several former employes were killed in action while serving their country against the enemy. Present plans are to give recognition to those formerly of our number who died in service.

It is requested that the names, home addresses, rank or non-commissioned officer's rating, if any, of those who died in uniform be sent to the editor.

It will be appreciated if the branch of the Armed Forces in which he was serving and the particular outfit to which he was attached is included with this information, as well as a brief summary, based on the known facts, of the circumstances surrounding his death.

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F. O. CARVER, JR., *Editor*

PREVENTION

The spirit of competition ushered in among the prison camps through the awards of star ratings based on the minimum number of escapes is founded on the old saying that an "ounce of prevention is worth a pound of cure."

The top rating, three stars, will go to the camps having no escapes, with the score scaled downward to second and third place rating for one and two escapes, respectively. The standard is high, but not too high. It is a goal well worth shooting for, and all camp officials will have the opportunity, in each successive grading period, of improving or maintaining the position of their unit during the preceding period. As stated heretofore, camps will be rated semi-monthly, with the rating of each camp for the last succeeding period being published in this paper.

As part of the organization to which the state has committed the care of its prisoner population, the prison department cannot escape the responsibility it has to direct the footsteps of these men and women in the path of useful citizenship. That responsibility begins the day the prison gates swing inward upon them and is not properly discharged until they have been formally returned to the outside world.

Freedom is precious, and the temptation to obtain it, by forceful means, if necessary, may become overwhelming. If, however, such caution and watchfulness of their proteges can be exercised by camp officials as to virtually eliminate reasonable chances of getting away successfully, they will be

serving a dual purpose. The camp becomes eligible for a higher rating, thus raising its prestige in the eyes of the state as a whole. Secondly, a great favor will be done the prisoner himself. Few people are confined to prison unjustly, and those who are there have been confined because they have been adjudged guilty of violating the law. None can justifiably return to the outside until the conditions of the sentence have been satisfied. Thus, the escapee immediately becomes a fugitive, and so anxious is he to evade recapture as long as humanly possible, he often imagines every man he meets as his potential captor and flees though no man pursueth. However great may be the hardships of a prison sentence, it is far better in the long run for each prisoner to obtain his release in an orderly and legal fashion than it is for him to seize an opportunity, even a favorable one, to escape. Thus, by removing from him the temptation to escape, the prison guards are actually giving him a good break.

Always, we hope, this paper will have the privilege of publishing a star-studded roster of the prison camps, not only because the diligent attention to duty thus demonstrated gives an aura of greater prestige, but also because it will demonstrate a keen realization of the responsibility with which the department as a whole is charged in assisting in the rehabilitation of these men and women given into its care.

NINE CAMPS

(Continued from page one)

Ratings will be determined on the day the report of escape is received from the Prison Department, rather than on the day the escape actually occurred. For example, a camp may report an escape as having occurred on the fourteenth of the month, but the report is received by the Prison Department only in time to go on the daily report sheet for the sixteenth

of the month. Thus, this escape will be counted in the second period, rather than for the first period of the month.

Central Prison, which has two escapes to its debit, deserves a word of explanation. These escapes occurred at the same time, on November 30, but they were not carried on the daily compilation by the Prison Department until early in December.

Prisoners involved in this escape were being returned to Central Prison from another state and overpowered their one-man escort enroute.

In this first report on the ratings of camps, not a single camp throughout the state falls below a one-star rating, with the great majority being three-star camps. One escape occurred at each of these camps: Northampton, Guilford No. 1, Orange, Chatham, Caldwell, Catawba and Buncombe, and they have been awarded a two-star rating. Two escapes were made from the Forsyth county camp, and the two escapees enroute to Central Prison make up the total of eleven escapes for the first fifteen days of December. The camps debited with two escapes get a one-star rating for this period.

Below is the list of prison camps, with the ratings designated as shown.

Division One

County	No.
Three-Star Rating	
Dare	105
Edgecombe	107
Gates	108
Halifax	109
Hertford	110
Martin	111
Perquimans	114
Warren	115

Two-Star Rating

Northampton	112
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Division Two

Three-Star Rating

Beaufort	201
Carteret	202
Craven	203
Greene	204
Lenoir	207
Onslow	208
Pitt	210
Washington	212

Division Three

Three-Star Rating

Bladen	301
Brunswick	302
Columbus	303
Cumberland	304
Duplin	305
Pender	307
Sampson	308

Division Four

Three-Star Rating

Franklin	401
Johnston	402
Nash	403
Wayne	405

Wilson	406
Vance	407

Division Five

Three-Star Rating

Alamance	501
Caswell	502
Durham	503
Granville	504
Guilford	506
Person	508
Rockingham	509

Two-Star Rating

Guilford	505
Orange	507

Division Six

Three-Star Rating

Davidson	602
Harnett	603
Moore	606
Randolph	608
Robeson	609
Scotland	610

Two-Star Rating

Chatham	601
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Division Seven

Three-Star Rating

Anson	701
Cabarrus	702
Mecklenburg	703
Montgomery	705
Richmond	706
Rowan	707
Union	709

Division Eight

Three-Star Rating

Alleghany	801
Davie	804
Stokes	806
Surry	807
Watauga	808
Wilkes	809
Yadkin	810

Two-Star Rating

Caldwell	803
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One-Star Rating

Forsyth	805
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Division Nine

Three-Star Rating

Burke	902
Cleveland	904
Gaston	905
Iredell	906
McDowell	908
Polk	909
Rutherford	910

Two-Star Rating

Catawba	903
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Division Ten

Three-Star Rating

Avery	1001
Cherokee	1003
Haywood	1006
Henderson	1007
Jackson	1008
Macon	1009
Yancey	1014

Two-Star Rating

Buncombe	1002
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Other Camps

Caledonia	Halifax
Camp Polk	Cary
Women's Prison	Raleigh
One-Star Rating	
Central Prison	Raleigh

POSTWAR CONSTRUCTION PROGRAM GETTING UP STEAM FOR START

(Written for The Road Builders' News by Thomas H. MacDonald, Commissioner of Public Roads, U. S. Public Roads Administration, Washington, D. C.)

The much-talked-of post-war highway program, calling for an outlay of \$1,500,000,000 in Federal funds on a matching basis over a three-year period to assist the States in modernizing the nation's principal highways and secondary roads, has advanced beyond the discussion stage and soon many projects will be in process of construction.

Recent passage of a concurrent resolution by Congress, declaring the war emergency has been relieved to an extent that will justify proceeding with the post-war highway program authorized by the Federal Aid Highway Act of 1944, gave Federal and State highway authorities the signal to launch the program without further delay.

State highway departments throughout the country are rushing preparations to award contracts for work on projects most urgently needed.

Much of the work to be undertaken on Federal-aid highways during the coming months will be the reconditioning or rebuilding of sections of the older and more heavily traveled roads that could not be kept in first-class condition during the war years because of restrictions on the use of construction materials and manpower. At the same time steps will be taken to start work as soon as possible on major post-war projects for which plans have been completed.

The States, according to reports received by the Public Roads Administration, already have completed plans for an estimated \$624,000,000 worth of post-war highway improvements and are developing plans for additional projects which will be built over a period of years at a cost of more than \$2,500,000,000.

Construction activities on projects designed to meet our most pressing highway needs should be in full swing by next summer.

While the primary objects of the post-war highway program are to provide adequate facilities for the nation's steadily increasing volume of motor vehicle traffic, we should not overlook the importance of the huge road-building program as a factor in stabilizing the national economy during the immediate post-war years by creating employment for thousands of highway engineers

and construction workers released from military duties.

Servicemen returning from overseas during the next six months to resume civilian life will find jobs waiting for them on highway construction sites in every section of the country.

The Federal-Aid Highway Act of 1944 is the third great highway legislative measure adopted by the Federal Government. Its effect upon the development of America's highways during the next 10 to 20 years will be even more striking than the road improvements achieved as a result of the Federal-Aid Road Act of 1916 and the enactment of legislation in 1921 which laid the groundwork for our present Federal-aid system.

The Act authorizes an appropriation of \$500,000,000 for each of the first three post-war fiscal years for highway improvements, making it possible for the States to develop a \$3,000,000,000 Federal-aid program during the three-year period.

The annual authorization is assigned as follows: \$225,000,000 for improvements on both rural and urban sections of the Federal-aid system, \$150,000,000 for secondary roads, and \$125,000,000 for projects on the Federal-aid system in urban areas.

One of the outstanding features of the Federal-Aid Highway Act of 1944 is the provision for Federal and State cooperation in the development of a national interstate highway system, not to exceed 40,000 miles in extent.

Practically all the States have completed the task of selecting the highways they wish to propose for inclusion in the system, and have submitted their recommendations with supporting data to the Public Roads Administration for review and coordination. Further conferences between State and Federal officials will be held to discuss the merits of alternate routes, meeting of routes at State lines, and the pruning necessary to keep within the limitations of 40,000 miles. Following this a system will be designated. The system, in general, will include the most important routes in the present Federal-aid system. These routes will be reconstructed and in some instances relocated to bring them up to modern standards of highway design. The system, when completed, will connect all the large cities and important industrial areas throughout the country.

Many sections of the national interstate highway system in met-

ropolitan areas will be designed as depressed or elevated expressways to carry fast-moving traffic through the city, or to terminal points in the heart of the city, with a minimum of interference from "local" traffic.

Federal funds authorized for expenditure on rural and urban portions of the Federal-aid system will be available for work on the national interstate system.

Of equal importance, from the standpoint of national economy, is the proposed development of a Federal-aid system of secondary roads in each State. An annual appropriation of \$150,000,000 will be available for the improvement of farm-to-market roads and roads traveled by school buses and rural mail carriers.

There are approximately 3,000,000 miles of rural roads in the United States, of which some 1,500,000 miles are unsurfaced. There is need for a coordinated system of secondary or local roads improved to standards consistent with the needs of traffic that can be foreseen. Lack of such a system has caused increased costs in transporting farm products to market, and a corresponding increase in the cost. Good roads are an essential part of the country's economy. One of the jobs confronting State and county highway authorities in the years immediately ahead is the task of providing an adequate system of all-weather secondary roads to serve the nation's farmers.

The initial three years of post-war road construction will encompass only the beginning of a national system of interstate highways. The secondary road program, involving lower standards of construction and projects of no great complexity, will produce completed mileage more rapidly but a network of all-weather secondary roads in every State is a goal that will not be reached for several years.

Plans have been drawn and funds authorized for a beginning on the greatest road-building program in the nation's history. The success of the program and the extent of highway improvements achieved during the next three years will depend upon the unselfish cooperation of State and local governments and the wholehearted support of all groups of highway officials.

MIDGET RADIOS

Radio receivers so small they can be carried in a man's pocket or a lady's pocketbook, making reception possible anywhere at any time of day, can be looked for in the post-war period. The remarkable war-time advancement in the production of midget radio tubes makes such sets possible.

DIRECTOR GIVES

(Continued from page one)

not on a "cash and carry" basis. Materials manufactured or processed by the various units are for the use of the prison department or other state governmental agencies. For instance, automobile tags are manufactured in the prison metal shop, paint for use by the highway department and other state units is made in the paint shop, the printing plant handles printing for some of the state departments. Money earned by these units is credited to the prison department and is applied toward the expenses incident to the operation of the statewide prison system.

Another big item in the yearly operation of the prison system is the farming of several thousands of acres of land throughout the state. This year, there were 81 farms under cultivation, ranging all the way from garden patches which practically all the county prison camps cultivate from year to year to the large farming operations such as that carried on at Caledonia in Halifax county.

Total farm acreage amounts to 18,335 acres throughout the state, although all of these acres, of course, are not under cultivation, there being 6,226 acres in woodland, 3,272 acres of pasture, and 702 acres classified as "non-productive."

This year, 644 acres were planted to vegetables, and 8,135 acres were in grain or field crops. Yields were as follows: 1650 pounds seed cotton per acre on 125 acres in cotton; 14,400 bushels of wheat; 65,900 bushels of corn; 19,460 bushels of oats; 8,720 bushels of barley; 15,030 bushels of soy beans. In addition, 224 acres were planted to peanuts.

In vegetables, there were 9,520 bushels of Irish potatoes, 8,650 bushels sweet potatoes, 10,000 pounds sweet corn, 200 bushels peas, 300,000 pounds tomatoes, 30,000 pounds beets, 5,000 bushels snap beans, 4,000 bushels lima beans, 300,000 pounds greens, 25,000 pounds carrots, and 810,000 pounds of cabbage.

In addition, the farms yielded 7,004 tons of hay and 40,000 tons of silage.

About one out of every 500 children of school age in the United States is either blind or suffering from very serious impairment of sight, according to a statement issued by the U. S. Office of Education.

During 1944, there were 2,000 deaths in grade crossing accidents—a 7 percent increase over 1943.

COWAN DIES HERE AT REX HOSPITAL AFTER ILLNESS

Alton C. Cowan, 39, foreman of the Prison Industries metal plant at Central Prison since August, 1940, died at Rex hospital here on Thursday, December 13, at 8:45 P. M. after an illness of about two months.

Funeral rites were conducted from the Brown Funeral Home Chapel in Raleigh Sunday afternoon, December 16, at two o'clock, and burial was in Oakwood Cemetery. Rev. R. G. Dawson, pastor of Trinity Methodist Church, and Rev. R. Donald Carson, pastor of the North Vanguard Presbyterian Church, both of Raleigh, were the ministers conducting the service.

Pallbearers were: Harvey Watkins, K. B. Bailey, W. Preston Creech, Jr., C. A. Griswell, C. A. Smith, and N. M. Jackson.

Survivors include his wife and son, Alton C. Cowan, Jr., of the home at 306 Pershing Road, Raleigh; three sisters, Mrs. R. E. Batson, Burgaw, Mrs. W. C. Hoehn and Mrs. S. K. Jensen, both of New York City; three brothers, Major W. N. Cowan, U. S. Army, Robert Lee Cowan, Wilmington, and Tom B. Cowan, Burgaw.

Cowan went to work with the State Highway and Public Works Commission as maintenance engineer at Caledonia Prison Farm in Halifax County and became foreman of the Prison Industries metal plant in August, 1940.

His death came as a severe shock to his many friends in this organization, and the sympathy of all the personnel is extended to the members of his family.

BRIDGE FORCES

(Continued from page one)

under contract. Although considerable work remains to be done, all 230 bridges are safe for travel, and the public need have no fear in using them. Of the remaining eight, contracts have been awarded on three, and it is expected that bids on the other five will be requested in the near future.

It is believed that a round of applause is due the bridge maintenance forces, for they performed an almost miraculous task in the face of odds that appeared almost overwhelming.

The U. S. Department of Agriculture estimates that out of the more than 6,500,000 farms in the country, one in each 37 had a disastrous experience with fires in the five-year period from 1936 to 1940.

LAUDED FOR 26 YEARS' SERVICE



J. C. Gardner, shown above with his "favorite" bird dogs, retired November 1 after being with the State Highway and Public Works Commission since 1919. An account of the resolution adopted by the Commission in his honor was published in the December 14 issue of this paper. (Photo courtesy E. F. Craven Co.)

TOURIST TRADE ESTIMATED AT SIX BILLION ANNUALLY

("Down The Road" Column published in Road Builders' News by Charles M. Upham, Engineer-Director of American Road Builders' Association.)

Much is being written today about highways from the utilitarian standpoint. In this column, we have discussed at length the matter of financing our postwar highway construction, the need of plans for roads to be built during this fiscal year, the road as an important link between the farm and the city, and many other matters which bear upon roads as part of the nation's economy.

But in these treatises on the highway as a factor in transportation let us not overlook its recreational and cultural values. Nothing is more typically American than our use of the highways for pleasure driving. We have often been criticized by other nations for our restlessness—our desire to be somewhere else—to see a lot of things in the time available.

We Americans are the most inveterate sight-seers in the world, and our highways stretching across the continent from sea to sea and from Canada to Mexico have made it possible to satisfy our curiosity via motor car and bus. The wonders

of this continent beckon as never before and the public is not going to let the invitation go unheeded.

Not long ago I witnessed a technical film entitled "America the Beautiful." The photography was splendid; the accompanying sound, both music and commentary, was intelligently prepared and pleasingly presented; the choice of scenes was excellent. No one can see it without feeling a surge of patriotism.

Salmon leaping in the Columbia River, the Statue of Liberty in New York Harbor, the great spans of the Golden Gate Bridge, the glorious coloring of the Painted Desert, the broad wheatfields of the Northwest, the sculptured likenesses of America's great in the Black Hills, the picturesque live-oak-shaded mansions of the Southland, the majestic sweep of the Mississippi, an ore boat silhouetted against the sunset on the Great Lakes—all these and many others pass before you in a magnificent pageant on the silver screen.

As I was leaving the theatre, I heard a young man remark to his wife, "Gee, honey, just wait until we can get hold of a car again." It struck me that this might be taken as a national slogan for the immediate postwar years—"Just wait

until we get hold of a car again." As soon as cars are available, I predict by far the greatest tourist traffic the country has ever known.

When will that be? It depends on reconversion, production and other factors, but estimates place the motor vehicle registration of 1950 at around 40,000,000. Certainly the demand is such that the public will take cars as fast as they are built for the next few years.

Naturally this stepped-up car production is going to bring about some congestion on the highways, but a little thing like a lot of cars has no terrors for the tourist. His motto seems to be "the more, the merrier." He might postpone a holiday week-end jaunt because it is too much bother to battle traffic; but if he has his mind set on a cross country trek, John Q. Tourist is going to go, and that's that!

But one thing the tourist does want and that is good roads. As a class, tourists are among our greatest boosters for better highways. That is logical. After all, the tourist is out for a good time, and the better the highway, the more pleasant is his outing. But he will not only avoid a bad stretch of highway, he will tell his motoring friends and acquaintances about it. John Q. Tourist talks about his trips.

Thus the highway's condition may strike directly at the state's pocketbook for tourist traffic is something to be nourished and sought after. Tourist trade is valuable trade. Tourists buy gas, oil and automobile parts and services, food and drink, hotel and motel accommodations, farm products, roadside snacks, souvenirs and many of the same things that residents purchase. Then too, sections have their specialties. In Georgia, it's peaches, Florida citrus fruits, Vermont maple sugar, New Mexico basketry and so on along the line. An estimate made by hotel men place the value of the tourist business at six billion dollars annually. With such a huge sum involved, state highway departments may well keep a watchful eye on the welfare and happiness of the visiting motorist.

It is significant to note that it is not always the big main highway that catch the tourist traffic. Routes leading to scenic spots or natural wonders may have been little used until the automobile came but they have been developed and maintained to meet the tourist demand. So it may be said that tourists have had a part in determining the location of certain roads.

The number of schools throughout the United States using buses to transport children totals 45,000.